3. Then you come to the question of the transfer of *porambokes* within the Municipal limits to the Municipality. This subject was represented on a former occasion ; the President then pointed out that the transfer of these lands *en bloc* with absolute powers of disposal to the Municipality was, to use his own words, "too large a proposition". Mr. Raghaviah said : "But Government would be prepared to consider any concrete proposals as regards individual sites. You may come up to Government and say 'here is a plot of waste land. We are confident of selling it to the best advantage ; we will realise a larger amount than Government ; we will take one-half or three-fourths of the money realised and give the balance to Government.' Government would be very glad to consider such a proposal and comply with such a request as far as possible." I cannot but share his views in the matter.

4. Then, the suggestion to transfer *satrams* and T. B.'s to the Municipality is now made for the first time. I may assure you that it will be taken up for consideration.

MEMBER : In the last session, the Government said in reply to Mr. Ramaswami, Member, Municipal Council, Nagercoil, that they had no objection in handing over the *satram* to the Municipality.

DEWAN : But there is the T. B. as well. I find that the question of transfer of *satrams* within municipal limits to municipalities is under consideration as a general question relating to several municipalities. Your representations will be borne in mind when that general question is being decided.

Then you deal with the question of increasing the Government grant to the Padmanabhapuram Municipality. As you are aware, the maximum grant for a minor municipality is Rs. 500; and your municipality is already getting that maximum and so we have to leave it at that.

98. Needs of the Colachel Town.

MR. M. MUHAMMAD KHAN (*Member, Municipal Council, Colachel*) said that the alignment of the proposed railway from Trivandrum to Nargercoil through the centre of Colachel town was a source of hardship to the people of Colachel. In the first place, the line chosen was circuitous touching all the wards of the town and dividing the second and third wards into two. Secondly, the people of the town were very poor having small cocoanut gardens of twenty-five to thirty cents in extent. The proposed railway line passed through many of these little holdings causing considerable harm to the plantations. Thirdly, the peculiar feature of Colachel town was that the wards were occupied each by a separate community. The proposed railway line would disturb this arrangement which had so long been the cause of harmony between the several communities. The railway should for these reasons be aligned along the eastern end of the town which was uninhabited and uncultivated.

At the time of Dewan Rajah Sir T. Madhava Rao, the A. V. M. canal was constructed for the purpose of carrying trade from Colachel, Tengapattanam and the neighbouring villages. But this canal was auctioned away to the people during the subsequent period, with the result that it took away the means of communication between the two places. There was also no road along the coast. There were ten fishing villages along the coast between Colachel and Tengapattanam and about twelve villages engaged in copra, coir, and other industries. For want of a road, the trade in these villages could not develop and the people did not get the full value of their labour. A road from Colachel to Tengapattanam along the beach was therefore urgently required.

Nearly twenty-two *pakuthies* fell within the jurisdiction of the Padmanabhapuram Munsiffs' courts, and of these, at least eleven were far away from Padmanabhapuram and the parties had to travel six to fifteen miles to reach Padmanabhapuram. If one of the Munsiffs' courts at Padmanabhapuram could be transferred to Colachel, it would be a great convenience to the people.

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The dispensary at Colachel was established long ago and the town had developed to such an extent that the dispensary could no longer satisfy the needs of the town and of the neighbouring villages. The dispensary should therefore be made into a hospital providing suitable buildings for in-patients. In reply to a representation at the sixteenth session of the Assembly on the subject, the Dewan replied that the Darbar Physician and the Chief Engineer were in correspondence in the matter; but nothing was done till now. The matter being urgent, the Member requested that a hospital should be established without delay. A doctor with L. M. S. qualification should be posted there and more medicines should be issued for the use of the hospital.

DEWAN'S REPLY: Mr. Muhammad Khan, in the matter of the proposed railway which runs through Colachel town, since you and your friends object to the line passing through the town, I will ask the Railway Adviser, Mr. Marini, to receive a deputation from you and your townsmen and you can place your views before him.

2. As regards the road from Colachel to Tengapattanam, I shall have the need for that road examined by the Land Revenue Commissioner as well as by the Chief Engineer.

3. On the transfer of a Munsiff's court from Padmanabhapuram to Colachel, the High Court were consulted and they are not in favour of the proposal.

4. Regarding the raising of the local dispensary into a hospital, the matter was brought up before the twentieth session of the Assembly and you will remember that the then President said that it was not necessary. If you see the need for it, I shall ask the Inspecting Medical Officer to report upon the matter.

99. Needs of the Vilavankod taluk.

MR. R. NARAYANA PILLAI (*Member, Vilavankod taluk*) represented that the following were the urgent needs of the Vilavankod taluk :—

(i) A bridge should be constructed across the Panankara canal on the Arumana-Attur road. Even during dry season the stream was three feet deep, while in winter floods made it unfordable for days together. The dispensary, the markets, the school, etc., were, in the absence of a bridge, inaccessible.

(ii) The Martandam-Panachamud trace should be converted into a cart road. The trace was fit for cart traffic in most places but required extensive improvements only for about a furlong in the Edakod *ela*. The maintenance grant now given appeared to be seldom spent. If that was enhanced, the improvements required could be effected to the great convenience of the people, particularly of those who resorted to the markets at Martandam and Panachamud.

(iii) The trace to Manchalumudu market branching off from the Kuzhittura-Alanchola road should also be rendered fit for cart traffic.

(iv) The level of the lane leading to the Parthivapuram temple from the Mankattukadavu in Munchira should be raised to the height of the Pulakada-Kaliakkavila road and the lane made fit for cart traffic. The lane was one mile long and 20 ft. broad and about 18 ft. below the level of the surrounding lands so that it was under water after a few rains and there was danger of its becoming part of the river under a heavy flood.

(v) The police jurisdiction of the *pakuthies* of Arumana and Kaliyal East, and certainly of Kaliyal West, should be transferred from the Tiruvattar to the Kuzhittura police station.

(vi) The civil jurisdiction over the *pakuthies* of Vilavankod should be raised as proposed by Mr. P. M. Raman Pillai, Member for the Municipal Council, Kuzhittura.

(vii) The Magistrate's and Munsiff's courts at Kuzhittura should be transferred elsewhere to a more suitable site less liable to floods. They could be removed

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